Brazos Island Harbor

(Brownsville Ship Channel)

Channel Improvement Project

Feasibility Study



Brownsville Navigation District



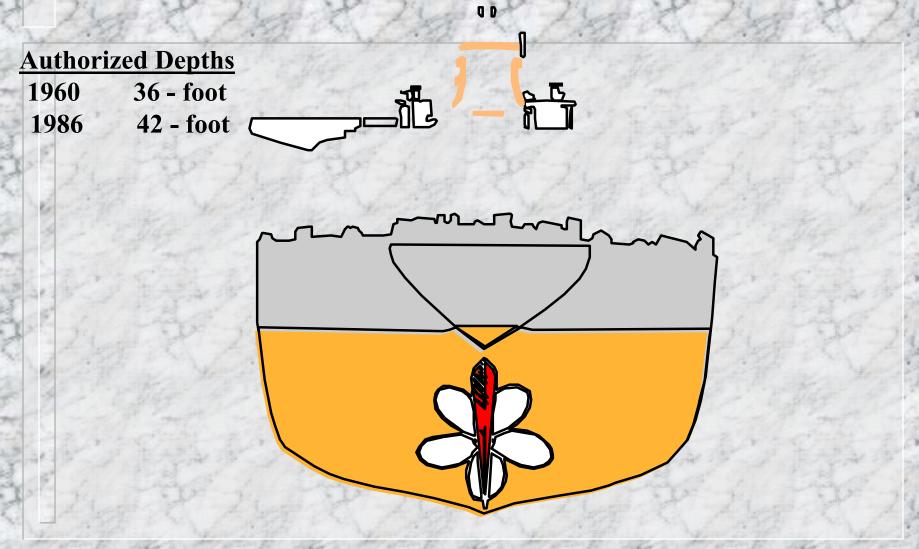
US Army Corps of Engineers Galveston District

Existing Channel System

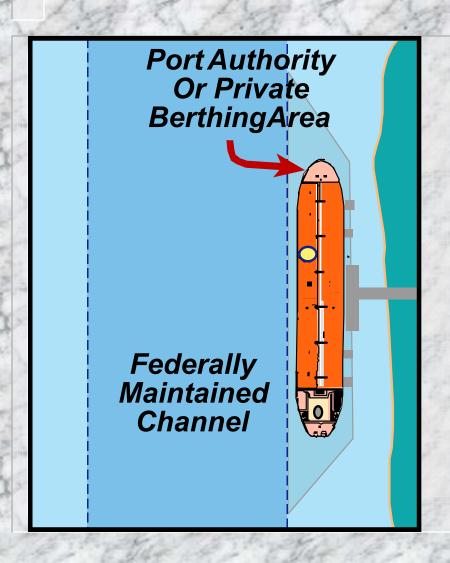




History of Channel Deepening

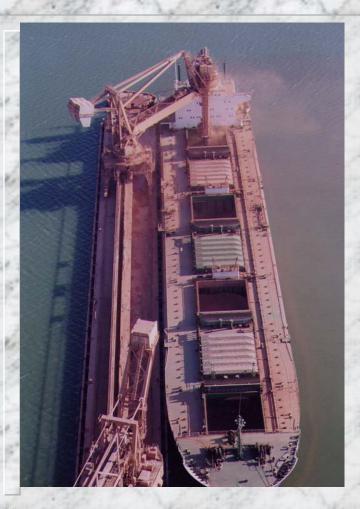


The Federal Channel



- Federal involvement started in Rivers & Harbors Act of 1880
- Channel authorized in
 R&H Act of 1880 10 ft.
 R&H Act of 1919 18 ft.
 R&H Act of 1930, 1960 36 ft.
 WRDA 1986 42 ft.
- Federal funds pay for channel maintenance
- Berthing areas not part of Federal channel

Transportation Efficiency



- Some of the activities of the Brownsville Channel include:
 - Construction of offshore rigs
 - Ship repair/dismantling
 - Steel fabrication
 - Bulk terminal facilities
 - ♦ Steel / ore minerals offloading
- Larger ships would allow additional cargo to be brought into the Port

Elements of Proposed Channel Improvement

- Deepening the channel from the Gulf of Mexico to the Port of Brownsville to improve transportation efficiency.
- Deepening to a proposed 48' depth would increase size of ships utilizing port, resulting in cost savings.
- Widening the channel would allow for larger oil rigs to be constructed/repaired

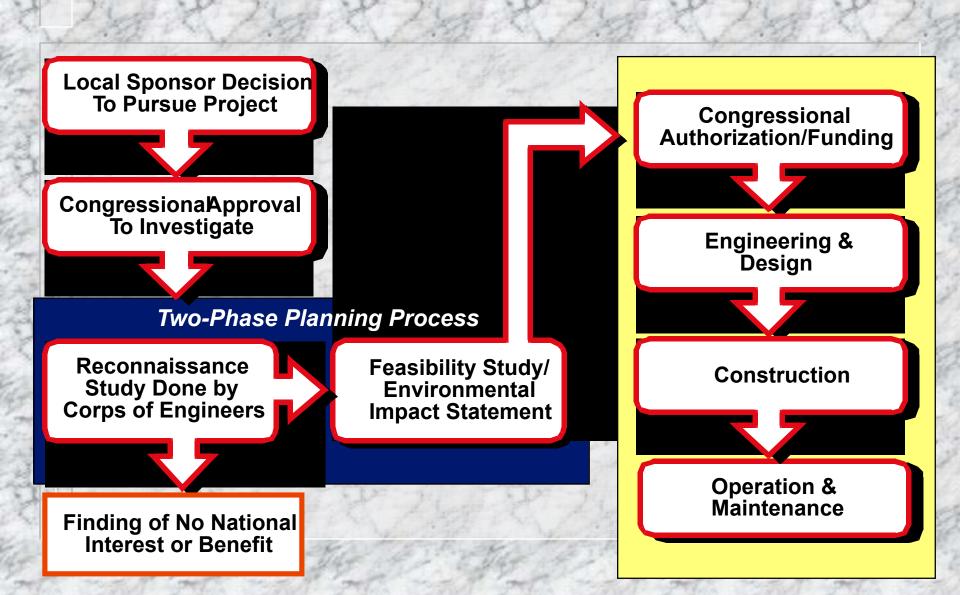
Existing Dredge Material Placement Areas



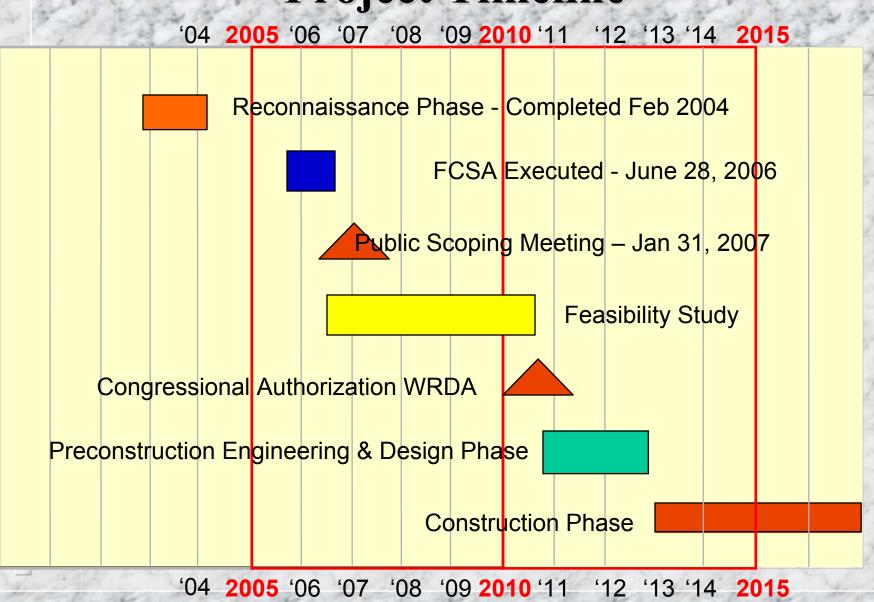
1 Offshore

8 Upland Confined

Federal Civil Works Project Phases



Project Timeline



Results of Reconnaissance Phase

- Navigation, ecosystem restoration and shoreline erosion abatement are potentially economically feasible
- ◆ Is in the Federal interest to conduct more detailed investigation (feasibility study) of the project

Feasibility Phase

- ◆ Develop and evaluate alternative plans to address problems and opportunities identified by Sponsor and Public
- ◆ Determine if there is an economically justified plan (Benefits to costs ratio > than 1)

Brazos Island Harbor Feasibility

- Study will include preparation of Final Feasibility Report and Environmental Impact Statement (EIS)
- Estimated 48 months to complete
- ◆ Estimated cost of approximately \$6.8 million
- ◆ The Brownsville Navigation District and the Corps will equally share feasibility study costs

Feasibility Study Steps

- Specify problems and opportunities (Sponsor, federal, state, and local concerns and public)
- ◆ Forecast and analyze conditions relevant to concerns
- ◆ Formulate alternative plans to resolve identified concerns
- ◆ Evaluate the economic, environmental, and other effects of each plan
- ◆ Compare alternative plans and their effects
- ♦ Select a recommended plan

Issues and Concerns Categories

- Engineering
- **♦** Environmental
- ◆ Social and Economical

Engineering Issues

- Channel design optimization
- Ship simulation study
- ◆ Dredging quantity estimates (C.Y of new work material)
- ♦ Maintenance shoaling rates (C.Y. per year for 50 years)
- Berthing area requirements

Engineering Issues

- Long-term dredge material management plan
- Geotechnical investigations for placement areas
- Real estate studies
- Utility relocations requirements

Environmental Issues

- Hydrodynamic modeling
- Sediment quality
- Endangered species
- ◆ Marine resources
- Shoreline erosion
- ◆ Beneficial uses of dredged material
- Dust abatement

Social and Economic Issues

- Overall economic impacts
- Projected impacts on commerce
- Cultural resources investigations
- Project affects on human quality of life

An Open Process

- Identify stakeholders & urge participation
- ◆ Intensive state & federal resource agency involvement
- ♦ Establish working groups (as needed)

Public Input

Written Comments:

District Commander Galveston District P O Box 1229 Galveston, TX 77553



Brownsville Navigation District

Internet Comments:

www.swg.usace.army.mil

Click on "Projects" Click on "Project Listings" Click on "Brazos Island Harbor"



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